

SIO Shipyard Representative Bi-Weekly Progress Report		
Project: AGOR 28	Contract No.: N00014-12-C-0305	Shipyard: Dakota Creek Industries
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- Meetings:
 - Attended weekly conference call
 - Acceptance Trials
- The following Shipyard Question Submittals reviewed and commented on:

No questions this reporting period

- Logistics:
 - Continuing to work on initial outfitting lists for Sally Ride.
 - Galley/Mess Orders Completed
 - Deck and Eng orders in progress
 - Current IOL Spending:

ITEM	Cost
SCBA MSA	\$48,747.81
Fire Fighter Turnout Gear	\$9,408.00
Emerg Diesel Fire/Dewatering Pump	\$7,681.95
Linens	\$4,352.34
Blankets	\$1,379.40
RJ Safety PPE's	\$3,236.89
SCBA Storage Cabinets	\$2,620.16
Galley Restaurant Supply	\$14,585.60
Galley Grainger	\$2,658.09
Galley FSW	\$1,790.25
Current Spending	\$96,460.49
Total Funding	\$427,118.00
Remaining Funding	\$330,657.51

- Operator Concerns:
 - Blue Drive Shorebased Spares – ALM, AIM and Propulsion Motor drives are critical components with long lead times. The recent failure and repairs highlighted a need for spares.
 - Ballast Tank Coatings – Monitoring GDR's for coating issues on Armstrong. WTA for pre-delivery ballast tank inspection on Ride is in the works.
 - Anchor Windlass** – Received INSURV starcard for anchor windlass due to skipping during freefall. Navy is investigating solutions.

- **Aft Deck Noise Levels** – NCE's Airborne Noise Survey Report indicates improvement in noise levels on the aft working deck. Levels are still above the specifications.
- **Steering Hydraulics** – Reports from Armstrong indicate that the system hydraulics over heat during DP operations. There are also reports that while in tropical conditions and while in autopilot, the hydraulic oil temps are warmer than expected. The OEM recommends a normal maximum operating temperature of 125-degrees F. A cooler may be necessary to correct this issue.
- **Uncontaminated Sea Chest** – The sea chest was relocated on Armstrong and at present is schedule to be relocated on Ride during Phase III docking at DCI.
- **Acoustic Tiles & MLV** – No additional tile to be placed in Traction Winch or Engine Room Bilge.
- **Sanitary Construction Cert** – DCI was not able to obtain the FDA Certificate of Sanitation for Armstrong because the sewage discharge is ahead of the water maker suction.
- **Ride Anti-Fouling Paint** – The anti-fouling paint has failed due to an application error. The yard will correct this issue during a planned docking prior to Builder's Trials. With the dry-docking cancelled, the paint repairs will most likely be during Phase III if it occurs at DCI.
- **Cummins Jacket Water Pumps** – Cummins has replaced the JW pump on #4 twice due to small oil seal leaks on the pump shaft. Will continue to monitor.
- **Condensate Drains** – Condensate from SCU's, Fan Coil Units and Freeze Box drain to bilge pockets. This will result in increased maintenance costs and man hours in keeping decks and bilges clean. Configuration change request similar to Armstrong's to be submitted as soon as DCI provides a cost estimate for the required work.
- **Fire Pump Sea Chest Vent** – Vent terminates in traction winch room overhead and burps sea water into the space while the vessel is underway. Configuration change request to relocate the vents terminus to the main deck to be issued once DCI provide a cost estimate.
- **Anchor Pocket Shims** – Shims/Wedges to be installed per WHOI drawing. As suggested shims will be 12-inches wide vice the 6-inch width on Armstrong. Configuration change to be issued after DCI provides a cost estimate.

5. Sally Ride Progress:

- AT completed!



- **Crew Fam** – All complete except for 2-days of Mackey training as they failed to show up. Training will take place during FOA.



- Phase III Preparations Underway –
 - Overheads in way of HiPap have been taken down.
 - Owner furnished equipment from Kongsberg and SIO scheduled for delivery next week.
 - DCI is running cables for Sea Chest Anti-Fouling System. Provided assistance in locating associated panels and j-boxes.
 - SIO providing assistance and clarifications on a daily basis.
- Deck Preservation – Exterior painting in continues, weather permitting.



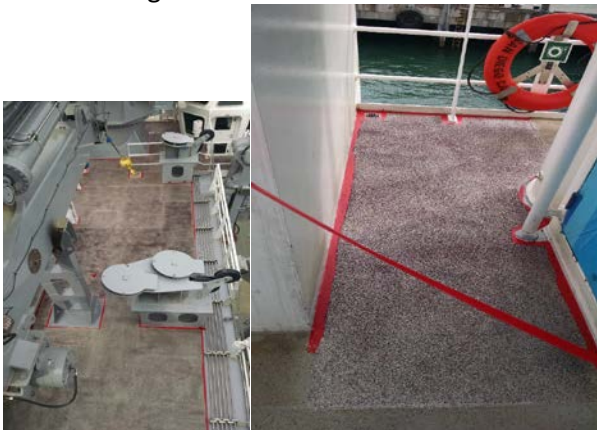
- Deck Hatches – DCI is working on improving the sealing of the deck hatches. Take-down spool pieces are be installed as clean-outs.
- Reverse Osmosis Units - Membrane Preservation to take place next week prior to docking

6. Captain Desjardin's Observations:

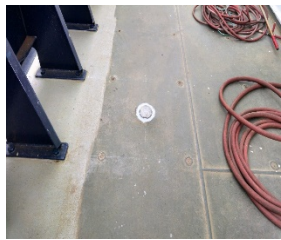
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GOOD

Top coats of paint and nonskid being applied to some of the outside deck areas. Deck was pressure washed following INSURV.



Bench Marks being placed about the decks for Phase III Science Install
Locations Identified and marked in



preparation for Phase III in Transducer spaces



UGLY

Bow Thruster Bilge still filled with water



WTD

I'd like to ask the yard to rearrange a couple of controls and indicators on the bridge main console. It all works and is installed in accordance with the contract. No additional holes are required. The change would be three gages on the upper left which are bow thruster indications swap with the three gages on the upper right which are port shaft indicators. The control on the left side for the (blue post it) is for

the bow thruster swap with the port propeller control on the right side. The net result would be controls for port side rudder and pitch would be located on the port side of the console aligned with the throttles, engine order telegraph and indicator gages for that shaft. The controls for stbd side rudder and pitch would be located on the stbd side of the console aligned with the throttles, engine order telegraph and indicator gages for that shaft. Tunnel Thruster controls and indicators would remain on the port side of the console, Bow Thruster controls and indicators would now be on the stbd side. Armstrong has expressed interest in this change but it has been some time since we talked about it. They might have grown accustomed to present layout.

